/14 cont./

*795 796 788 The first Magal took place October 19, 1928, at the initiative of Amadou Moustapha and on the occasion of the anniversary of the death of Amadou Bamba.

Since Falilou M'Backé, the second caliph, took over the leadership of the brotherhood, the Magal has changed in date and meaning. It now commemorates Amadou Bamba's return from exile, his prophetic vision, and his permanent establishment at Diourbel. Thus the second caliph linked his action directly to that of the Founder by giving back to the Magal its original meaning, desired as early as 1912 by Amadou Bamba himself when he instituted, with an identical signification, what was then called the second Tabaski.

Since 1928 this manifestation has not ceased to grow in importance, and today more than 200,000 pilgrims go to Touba each year on this occasion.

The pilgrimage lasts three days, although some fanatics often remain for five days, sometimes eight.

The high point is the second day; the last is called the "official day," because then the caliph speaks in public to the pilgrims, before the representatives of authority whom he has invited.

[484] A week before this "official day," the first pilgrims begin to arrive at Touba; their number increases rapidly and progressively as the opening date for the pilgrimage proper approaches.

484 494 788 During these days the pilgrims arrive in the holy city by every means: on foot or by cart for the nearest ones; by train, truck, and taxi for those farther away. Whatever vehicle is used, it is always overloaded: eight or ten ride in a sightseeing car; 90 (and even a few more) in a truck which should carry only 50 persons (this is a matter of four- to five-ton trucks, not covered, on which the travelers crowd together, standing up and pressed against one another between the railings, like canned fish). The trains, too, are jammed, and there are as many ● [497] pilgrims on the roofs and bumpers of the cars as inside.

Traffic is thick, but in spite of the conditions, there are few accidents, at least serious accidents, considering the great

/14 cont./

484 number of persons transported. There are sometimes spectacular
494 ones, but cases involving fatalities are fortunately very rare.
788 The transportation of the pilgrims is closely watched by
[497] the /15/ Administration. The Office of Railroads organizes special trains. The subdivision heads grant to the owners of the trucks special transportation authorizations. The circle /cercle, an administrative district/ of Diourbel, aided by the Senegal government, strengthens the security forces and highway police.

788 But that is not the only problem which the organization
*795 and unfolding of the Magal presents for the Caliph-general and the Administration.

Sheltering all these people for three days and more is
[485] another. The provisioning of the pilgrims in water and food must be organized; sanitary and medical service must be ensured; finally, it is necessary to ensure order and discipline in
[625] the city of Touba itself, as is done on the roads, and the commander of the circle of Diourbel can only accomplish this with sizable police reinforcements, set apart in advance almost everywhere (as far as Dakar and Kaolack), which are put at his disposal for this purpose.

At the opening of the pilgrimage, three days before the Official Day, the crowd has reached its maximum size. Touba
[494] then experiences extraordinary activity. The road between Touba and M'Backé is continually furrowed in both directions by files of trucks which run without respite between the two agglomerations. The station platforms disappear under the flood of pilgrims who disembark innumerably from the last trains. The wide avenues of the city are filled with the crowd
[438] of pilgrims who carry out their religious duties or stroll in front
[443] of the little flat baskets where, as in all pilgrimages in the world, the most diverse objects are sold, from articles of clothing, such as babouches or samaras, to perfumes and jewelry, including the most varied articles of piety: prayers or verses from the Koran printed in Arabic, photographs of the Caliph-general or of Amadou Bamba, or even pictures in Oriental

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369 The city of Thiès, 60 kilometers east of Dakar, contains
433 36,000 inhabitants, according to a recent census. All of its
[162] activity seems to be centered around four principal poles: commercial, industrial, administrative, and military.

Its commercial activity is due to its position at the cross-
[487] roads of important paths of communication: railroad lines from Dakar to Saint-Louis, from Dakar to Bamako, and from Thiès to Kaolack, and roads from Dakar to Saint-Louis and from Dakar to Diourbel, Tambacounda, and the Sudan and Guinea.

It also owes the essential part of its industrial activity to
[498] this implantation at an important rail crossroads; the repair
[464] shops of the Dakar-Niger rail system, where nearly 1,000 workers of all grades are employed, have been set up there.

Apart from the workshops of the Dakar-Niger, it must not
[497] be forgotten that Thiès is also where the management of this
[634] system resides. And it is also the principal administrative point of a circle /cercle, an administrative district/. We will thus find, besides the workers, a rather large proportion of office employees, managers, and executives.

[712] Finally, the military function of Thiès is due to the presence of two important camps: the "DMA" (Détachement Motorisé Autonome), and an air base.

Besides these four centers of activities which give this city a modern character (economically speaking, at least), a fifth
[166] one intervenes in a not inconsiderable proportion. A rather large
[241] population of cultivators, who in winter cultivate groundnuts and millet in nearby fields, has settled on the periphery of Thiès. And the city is the point to which, at the time of the groundnut trade, all of the agricultural activity of the circle comes to assert itself. Its commercial importance is thereby further increased.

162 /389/ Here is some numerical information concerning
463 the occupational distribution of the population of Thiès.

Out of an economically active population of 11,040 inhabitants at the date of the census, there were counted:

/17/

438 442 2. The "circuit" of groundnuts. The purchase of the groundnuts in the escale and storing them in the secco of the trader constitute only one step in the complicated circuit that the groundnuts take from the place of production to the port of exportation or to the oil-factories.

492 438 1) The means of transport. From the place of production to the escale, the groundnuts essentially utilize the traditional modes of transport, donkeys throughout the country and camels in the north. The decree of 4 September 1935 has forbidden the [656] use of trucks. Its aims were to avoid bulky hauls, purchases at [231] a low price at the place of production, and, above all, to encourage local animal-husbandry. This system, however, carries with it grave defects. Most often transport on the back of a donkey is more expensive for the producer than transport by truck because the camel-drivers and donkey-drivers impose their own price on the peasants who do not have animals. Moreover, the transporter guides the seller to a trader whom the seller did not choose. Today, however, more and more derogations are permitted, because in the south, where the groundnut is progressing, the tsetse interdicts animal husbandry, and in the other regions the overworked animals are incapable of doing the transporting at the end of trade. Finally, certain [874] co-operatives which pretend "to collect" and not to buy do send trucks to the places of production.

494 438 From the secco of the trader to the port nearby or to the railroad station, transport is handled by trucks. It is essentially the commercial firms, the traders, or the local oil-makers who use them. There are few professional transporters because the traffic is essentially seasonal. The generally bad [491] condition of the unpaved roads, except for the "Transgambienne" from Dakar to Ziguinchor, causes a rapid wearing-out of equipment, whose amortization is a heavy burden on the budget of the merchants.

497 438 The Dakar--Saint-Louis railroad and especially the Dakar-Niger transport more than 200,000 metric tons of groundnuts

[Text continues on p. 21--Analyst]

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499 438 each year. In spite of the use of cars of great capacity, the transport facilities are insufficient during the first months of trade. However, the practice of degressive tariffs, so as not [651] to place at a disadvantage the production of regions that are farther from the place of destination, limits all the more the possibility of an increase of vehicles, since the traffic in groundnuts is essentially seasonal and it poses a problem of return freight. The three ports of Dakar, Kaolack, and 438 Ziguinchor consitute, for exports, freight breaking-points [504] between land transport and maritime transport. The latter [505] is handled for the most part by the vessels of companies who undertake regular service: Delmas et Vieljeux, Maurel et Prom, etc.; they also have competition from the tramps. 435 These /18/ multiple freight-breaks weigh quite heavily on 438 the price of groundnuts, quite low at the outset, due to the fact that each of them is accompanied by multiple manipulations.

2) The manipulations. In its present organization, the circuit of the groundnuts involves many manipulations, because the product is transported in bags. At each step it is necessary to weigh the bags, to empty them into the secco, and then, when they are again forwarded, to proceed to another weighing and rebagging. Over and above the cost of the labor, the firms and sometimes the traders must bear the great expense of buying and repairing great quantities of bags which quickly wear out or go astray. M. Barbier estimates that a bag of groundnuts undergoes 16 handlings at the minimum from the place of production to the port. A solution to this problem might be found in transporting the product loose, by trucks and cars with gratins, loaded by mechanical transporters. These transformations presuppose great investments, which the groundnut, a cheap and, above all, seasonal product, cannot amortize.

3) Regulation of the condition. The decree of 11 January [656] 1926 created an Office d'inspection et de conditionnement de l'arachide /Office of Inspection and of the Condition of

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[ST. LOUIS]

206 *Wireless.* The wireless station is to the south of Guet N'Dar.

505 *River.* Above Faidherbe Bridge the river is closed to all vessels not
[648] flying the French flag. Boats drawing 10 feet can ascend to Podor all the year round, and in the rainy season they can reach Kayes (Vol. I, p. 367). Table V shows how greatly river traffic on the Senegal has declined in recent years.

TABLE V. *Tonnage of Goods from Kayes*

[497]
[494]

	1928	1929	1930	1934	1935
Sent by rail or road	9,545	9,555	11,456	5,269	6,224
Sent by river	2,320	5,815	3,425	313	260

Shipping. There are no sea-going ships calling regularly, but the Messageries Africaines and the Messageries du Sénégal run services up-river.

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DAKAR (14° 39′; 17° 25′ W.). Population, 80,052, including *c.* 6,000 Europeans. Capital of the Federation and Headquarters of the District of Dakar. Full Commune. Custom-house. Law courts. Chamber of Commerce. Pasteur Institute. Hospitals. Naval base and dockyard. General Headquarters of the army in French West Africa. Police headquarters. British Consulate-General. Belgian, Brazilian, Czechoslovakian, Danish, Eireann, Greek, Italian, Netherlands, Norwegian, Swedish, and Swiss Consulates. Argentine, Finnish, Spanish, and Uruguayan Vice-Consulates. Meteorological station. Airport and seaplane base. Wireless stations. Colleges and schools. Protestant churches. Roman Catholic Vicariate Apostolic of Guinea and Vicariate General. Bank of West Africa. Banque Commerciale Africaine. Crédit Foncier de l'Ouest Africain. Banque Belge de l'Afrique. Power station. Prison. Public library. Hotels. Garages. Railway workshops. Cinemas. Race-course. Sports stadium. Botanical gardens. Agricultural experimental station. Daily market.

Dakar (Fig. 54) is approximately 2,600 miles distant from Southampton, from Cape Town, and from Rio de Janeiro. It is, therefore, well placed for taking a share in the trade of the South Atlantic, and it is small wonder that it has become the third port in the French Empire, being surpassed only by Marseilles and Le Havre. It is, moreover, of the first importance strategically.

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS37

Locomotives. In 1939 the following locomotives were in service: 493

Makers and type	*Adhesive wright in tons*	*Number*
Mallet articulated . .	43–50	10
Mikado 2–8–0. . .	30–40	42
Pignet	29	34
Cail	27	24
Cail, Corpet, Weidknecht, Decauville . . .	13–27	75
	Total	185

Since that date 2 Micheline railcars, 3 Als-Thorn diesel electric locomotives, and 2 Beyer-Garratts have been brought into use. The Beyer-Garratts are 4–4–2+2–4–4 articulated with an adhesive weight of 91 tons.

Fuel. Neither coal nor wood is found locally. Before 1940 some 60,000 tons of briquettes were annually imported. At the present time these are hard to obtain, and they are supplemented by whatever wood is available and by briquetted ground-nut shells. 372

Carriages and Wagons. In 1939 there were 254 passenger coaches and 2,105 goods wagons in service. The passenger coaches included restaurant cars and sleeping cars. At the end of 1939, 177 covered goods wagons were delivered from France. 493

State of Repair. There are excellent workshops at Thiès; but the general standard of upkeep, never very high, has greatly deteriorated as a result of stocks of material becoming almost exhausted. 497 498

Traffic

The following table gives figures for 1937 and 1938: 497

	1937	*1938*
Passengers. . .	2,603,341	2,660,497
Passenger miles . .	118,433,207	120,620,300
Freight in tons . .	615,043	501,593
Ton miles . .	120,570,598	107,970,715
Revenue . . .	£876,411	£684,788

The principal items of freight handled were ground-nuts, shea butter, gum arabic, sisal, and fuel. [438]